

8th Street Traffic Calming Concepts

Virtual Public Meeting #1

Introductions

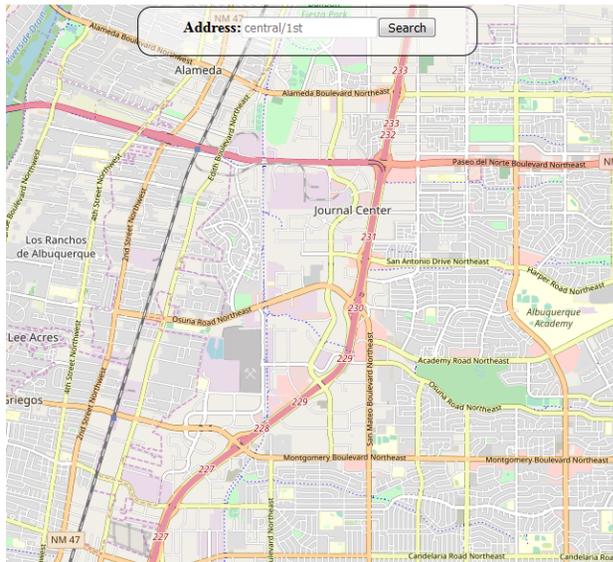
City of Albuquerque

- Councilor Isaac Benton
- Tim Brown, PE, PTOE – Traffic Engineering Manager
- Amanda Herrera, PE – NTMP Project Manager

Wilson & Company

- Audra Gallegos, PE
- Ben Bachwartz

Neighborhood Traffic Management Program (NTMP)



NTMP Application

* Primary Applicant:

* Primary Applicant Contact:

* Supporting Applicant:

* Supporting Applicant Contact:

* Supporting Applicant

* Supporting Applicant Contact:

* Concerns
(Safety, Speeding, Excess Traffic, Cut-Through
Vehicle Registration, Parking, Noise)

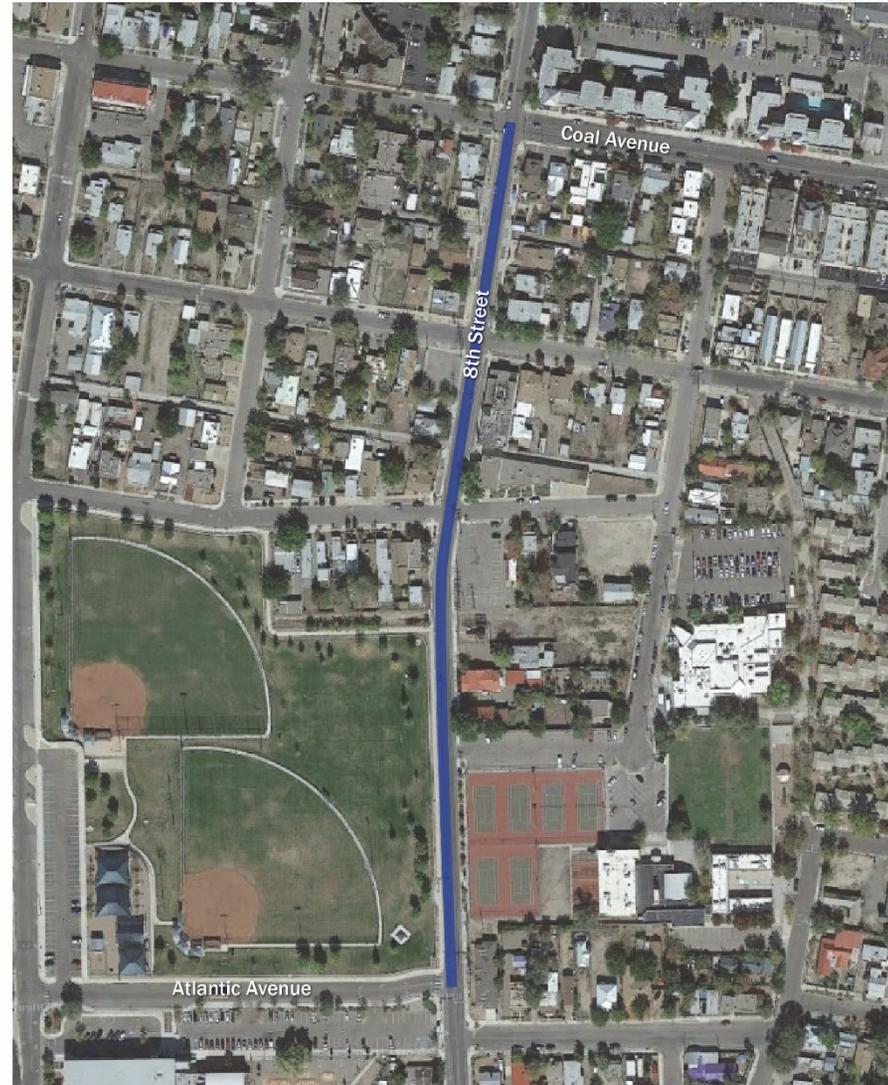
Submit

- COA started program in February 2015
- Program designed for public involvement
- NTMP helps improve neighborhood traffic safety
- Evaluates neighborhood streets for safety issues, then recommends safety improvements
- Follows NTMP Policy Manual

Existing Conditions

Existing Conditions

- Study limits – 8th Street from Coal Avenue to Atlantic Avenue
- 0.29 miles
- Major collector
- Speed limit is 25 mph



NTMP Criteria

NTMP Initial Criteria

- Must be a collector or residential roadway
- Application must be signed by 3 supporting residents
- Petition must be signed by 2/3 of the affected households

Evaluation Criteria

- Reported crashes in the past three years that could be corrected with traffic calming
- Peak-hour traffic volumes greater than 400 vehicles in one direction
- 25% of peak-hour traffic is “cut-through”
- 85th-percentile speed exceeds the posted speed limit by 5 mph or more

Two or more of these criteria must be met to warrant traffic calming measures

8th Street Speed Study

85th-Percentile Speed

- The 85th-percentile speed is the speed at or below which 85-percent of all vehicles are observed to travel under free-flow conditions.
- If the 85th-percentile speed exceeds 5 mph over the posted speed, it meets the requirement for NTMP.

85th-Percentile Speed Results

- Meets the 85th-percentile speed requirement for NTMP.



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Location	85 th -Percentile Speed	
	Counter 1	Counter 2
Northbound	28 mph	34 mph
Southbound	24 mph	39 mph

Volume

- Peak-hour volume >400 vehicles in one direction
- Meets the requirements of NTMP



Crash Data

- No reported crashes in the past three years that could be corrected with traffic calming

Crash Date	Crash Intersecting Street	Crash Primary Street	Crash Analysis	Severity	Contributing Factors	Crash Correct with Traffic Calming
7/29/2017	Iron Avenue	8th Street	Both going straight/Entering at angle	Damage 500 or more	Failed to yield right of way	No
5/25/2017	Coal Avenue	8th Street	From opposite direction/Not stated	Damage 500 or more	Driver inattention, Passed stop sign	No
4/4/2017	Coal Avenue	8th Street	Both going straight/From opposite direction	Damage 500 or more	Driver inattention, Passed stop sign	No
3/14/2017	Iron Avenue	8th Street	Other	Injury	None	Unknown (Contributing factor not stated)
12/19/2016	Atlantic Avenue	8th Street	Rear end collision/Same direction	Damage 500 or more	Disregarded traffic signal, Driver inattention	No
12/17/2016	Atlantic Avenue	8th Street	Rear end collision/Same direction	Damage 500 or more	Driver inattention	No
9/26/2016	Coal Avenue	8th Street	Vehicle struck cyclist at angle	Injury	Disregarded traffic signal, Pedestrian error	No
9/6/2016	Iron Avenue	8th Street	Both going straight/Entering at angle	Damage 500 or more	Passed stop sign	No
8/23/2016	Atlantic Avenue	8th Street	One stopped/Enter angle	Damage 500 or more	Driver inattention, Following too closely, Improper overtaking	No
6/10/2016	Iron Avenue	8th Street	All others/From opposite direction	Damage 500 or more	Failed to yield right of way	No
4/6/2016	Coal Avenue	8th Street	From opposite direction/Not stated	Damage 500 or more	Driver inattention	No
4/5/2016	Atlantic Avenue	8th Street	Both going straight/From same direction	Damage 500 or more	None	Unknown (Contributing factor not stated)
2/17/2016	Stover Avenue	8th Street	Both going straight/Entering at angle	Injury	Driver inattention, Avoid no contact vehicle	No
6/18/2015	Coal Avenue	8th Street	Vehicle parked in proper location	Damage under 500	Avoid no contact vehicle	No
5/8/2015	Coal Avenue	8th Street	Both going straight/From same direction	Damage under 500	Avoid no contact vehicle	No

8th Street NTMP Results

- 8th Street meets NTMP criteria for traffic calming recommendations

COA NTMP Threshold Criteria	Warranted?
1. Reported crashes in the past three years that could be corrected with traffic calming	No
2. Peak-hour traffic volume greater than 400 vehicles in one direction	Yes
3. 25 percent of peak-hour traffic is non-local cut-through traffic	Not studied
4. 85 th -percentile speed exceeds the posted speed limit by 5 mph or more	Yes

Traffic Calming Recommendations

- 8th Street is an Emergency Vehicle Response Route
- Certain traffic calming measures cannot be implemented, such as speed humps

Traffic Calming Options

Radar Signage



Pros

- Instant speed feedback
- Permanent and quick installation
- Does not slow emergency vehicles

Cons

- Requires electrical service or solar power
- Effectiveness temporary
- Subject to vandalism
- Flashing message into adjacent homes
- Maintenance costly

Raised Pavement Markers



Pros

- Inexpensive and easy to install
- Can be used with other devices
- Does not slow emergency vehicles

Cons

- Maintenance required
- Snowplows will remove them
- Noise from vehicles driving over



Partial Median



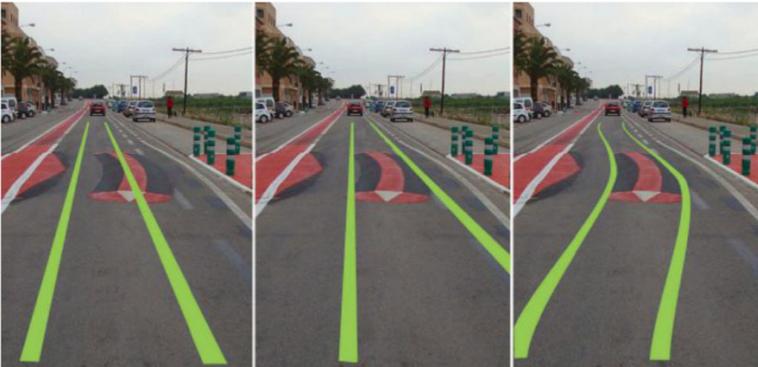
Pros

- May help reduce travel speeds
- Separates opposing traffic lanes

Cons

- May affect adjacent driveways

Speed Kidney



Pros

- Decreases vehicle speeds
- Inexpensive and easy to construct
- Discourages cut-through traffic
- Does not inhibit emergency vehicles

Cons

- May cause speeding beyond the speed kidney
- May inconvenience residents

One-Way Couplet Conversions



Pros

- May reduce pedestrian crossing distances
- Fewer intersection turning movements may increase safety
- Provides opportunity for buffered bicycle lanes or on-street parking

Cons

- May delay emergency vehicles
- Increases travel time and out of direction travel for local residents

Public Input

Questions/Comments

- Survey after the presentation
- Email to NTMP@cabq.gov
- Deadline for comment November 3, 2020

Thank you!